



CAPE GOVERNMENT RAILWAYS.  
MIDLAND SYSTEM.

SPECIAL TRAIN NOTICE No. 20.

JOURNEY OF

H.R.H. THE DUKE OF CONNAUGHT.

P.C., K.O., K.C., &c.

FIELD MARSHAL & INSPECTOR GENERAL  
OF HIS MAJESTY'S FORCES.

FROM

PORT ELIZABETH TO MIDDELBURG on JAN. 10th. 1908.

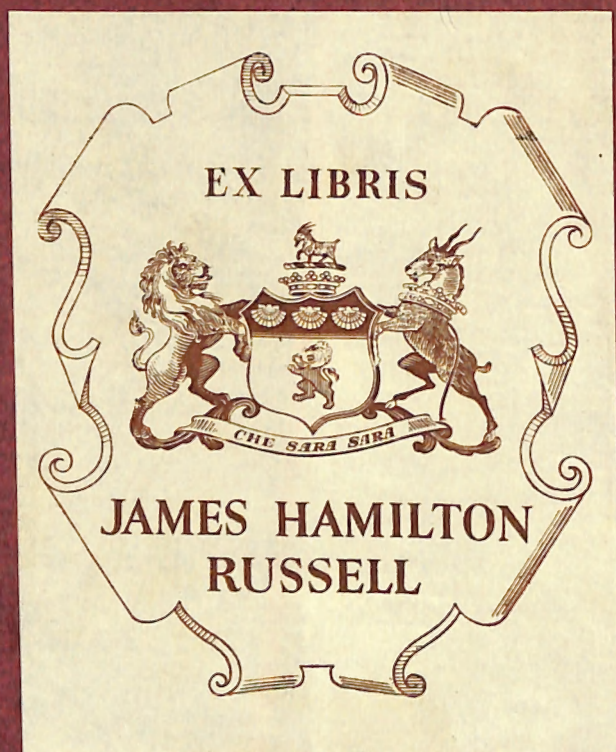
MIDDELBURG TO SCHOONBIE on JAN. 20th. 1908.

SCHOONBIE TO STORMBERG JUNG on JAN. 21st. 1908.



Acknowledge Receipt of this Notice immediately by Order, without fail,  
to Traffic Manager, Port Elizabeth.









**CAPE GOVERNMENT RAILWAYS.**  
MIDLAND SYSTEM.

**SPECIAL TRAIN NOTICE No. 50.**

**JOURNEY OF**  
**H.R.H. THE DUKE OF CONNAUGHT,**  
P.C., K.G., Etc., Etc.  
**FIELD MARSHAL & INSPECTOR-GENERAL**  
**OF HIS MAJESTY'S FORCES,**

**FROM**

**PORT ELIZABETH TO MIDDELBURG on JAN. 19th, 1906.**

**MIDDELBURG TO SCHOOMBIE on JAN. 20th, 1906.**

**SCHOOMBIE TO STORMBERG JUNC. on JAN. 21st, 1906.**



Acknowledge Receipt of this Notice immediately by Wire, without fail,  
to Traffic Manager, Port Elizabeth.





The Coaching stock forming the Royal Train will run from DE AAR to PORT ELIZABETH in the times shewn on this and the next three pages :

### De Aar to Naauwpoort.

WEDNESDAY, JANUARY 17th, 1906.

#### No. 151 DOWN.

		arr.	dep.
		P M	
DE AAR JU.	W	3-50	4-0
Bletterman	...	4-15	
		x 46 & 2 Up	
Riet	...	4-31	4-32
	W	49 Down not running	
Redfold	...	4-45	
Taaibosch	...	5-2	5-3
		X 48 Up	
Franz	...	5-19	
		6 Up not running	
HANOVER RD....		5-32	5-37
	W		
Linde	...	5-53	5-54
		x 8 Up held	
Dwaal	...	6-4	
Wildfontein	...	6-25	6-26
		x 50 UP held	
Carolus	...	6-43	
NAAUWPOORT JU.	W	6-53	7-15
		X 52 Up	



# Naaupoort to Cradock.

WEDNESDAY, JANUARY 17th 1906.

No. 151 DOWN.

	W	arr.	dep.
<b>NAAUWPORT JU.</b> ...		6-53	7-15 P M
Carlton ...			7 35 X 32 Up
Ludlow ...			7 47
Sherborne	W	7-56	8-0 X 22 Up
Bangor ...			8 13
<b>ROSMEAD JU.</b> ...		8-29	8-35 X 4 Up
	W		precede 23 Dn held
Collett ...		8-47	8-48
Tafelberg ...	W	8-58	8-59
Glenheath ...			9 9
Conway ...			9 18
Cypress Grove	W	9-32	9-36 X 26 Up held
Fish River ...		9-56	9-57 14 Up not running
Knutsford ...			10 9
Baroda ...			10 21
Marlow ...			10 34
<b>CRADOCK</b>	W	10-51	11-5 X 10 Up held



# Cradock to Alicedale.

WEDNESDAY, JANUARY 17th, 1906.

## No. 151 DOWN

	arr.	dep.
	P M	
<b>CRADOCK</b>	10-51	11-5
	X 10	Up
<i>Scanlen</i> ...	11	15
<b>HALESOWEN</b> ...	11	28
<i>Limebank</i> ...	11	43
<b>MORTIMER</b> ...	11-56	11-58

THURSDAY, JANUARY 18th, 1906.

	A M	
<i>Drennan</i> ...	12-17	12-18
	X 16	Up
Dassie Deur ...	12-31	12-32
<b>WITMOSS</b> W	12-53	1-0
<i>Klipfontein</i> ...	1	18
Thorngrove ...	1-36	1-37
<i>Kruger's Post</i> ...	1	54
<b>COOKHOUSE JCTN.</b> ...	2-8	2-23
	X 80	Up
	held	
Long Hope ...	2-42	2-59
	X 20	Up held
	X 2	Up
<i>Harefield</i> ...	3	16
<b>MIDDLETON</b> ...	3-34	3-59
	X 8	Up
<b>SHELDON</b> ...	4	20
Ripon W	4-33	4-39
<b>COMMADAGGA</b>	4-57	5-0
	Pass 11 Down	
	X 6	Up
Saltaire ...	5	13
<b>BUSHMAN'S R.</b>	5-29	5-30
Doorn Kom ...	5-43	5-44
<b>ALICEDALE JU.</b> ...	5-55	6-18
	X 64	Up held
	X 26	Up

This Train must be worked throughout by the P. E. engine and Men, arriving at Cradock by 8 Up the same day. The trainmen of No. 8 Up X P.E. 16/1/06 must not be relieved at Cookhouse.



# Alicedale to Port Elizabeth.

THURSDAY, JANUARY 18th, 1906.

## No. 151 DOWN.

	W	arr.	dep.
<u>ALICEDALE JU.</u> ...		5-55 <sup>A.M.</sup>	6-18
		X 272 Up	
Tootabi ...	...	6 33	
Bellevue ...	...	7-1	7-2
<u>SANDEFLATS</u> ...	...	7-18	7-19
		No. 10 Up	
		N. Running	
MIMOSA ...	...	7-35	7-36
Woodlands ...	...	7 46	
COERNEY ...	...	7 56	
Lendlovu ...	...	8 4	
ADDO ...	W	8-14	8-19
		X 4 Up	
		Held.	
Barkly Bridge ...	...	8 34	
Courtlands ...	...	8 49	
		No. 14 Up	
		N. Running	
COEGA ...	...	9-14	9-15
Aloes ...	...	9 29	
		No. 16 Up	
		N. Running	
<u>ZWARTKOPS JU.</u> ...	...	9 41	
		X 12 Up	
		Held.	
New Brighton ...	...	9 47	
NORTH END ...	...	9 56	
<u>PORT ELIZABETH</u> ...		10-0	A.M.



# Port Elizabeth and Alicedale Section.

FRIDAY, JANUARY 19th, 1906.

## No. 150 UP.

		arr.	dep.
		P	M
<b>PT. ELIZABETH ...</b>			
Passenger ...	...	4-10	
NORTH END ...		4-14	
New Brighton ...		4-22	
<b>ZWARTKOPS JU. ...</b>		4-27	4-28
		X 11 Down	
Aloes ...		4-42	
COEGA ...		4-53	4-55
Courtlands ...		5-14	5-16
		X 3 Down	
Barkly Bridge ...		5-23	5-24
		X 13 Down held	
ADDO W		5-38	5-44
		X 15 Dn.	
Lendlovu ...		5-56	
COERNEY ...		6-6	6-7
Woodlands ...		6-17	6-18
		pass 20 Up to shunt	
MIMOSA ...		6-29	6-30
		X 201 Dn	
		19 Down not running	
<b>SANDEFLATS ...</b>		6-53	6-55
Bellevue ...		7-22	7-23
		X 21 Dn held	
Tootabi ...		7-39	7-40
<b>ALICEDALE JU. ...</b>		7-53	8-10
	W	X 23 Dn	

This train must be banked from Mimosa to Bellevue.

No. 201 Down must be formed of two Engines coupled.

The return special Banking Engine must follow No. 21 down from Bellevue to Sandflats at the usual time interval.

Before the "Right Away" signal is given by a Station Master or Foreman, he must receive the signal that everything is right from the Chief Trains Inspector only.



# Alicedale and Cradock Section.

FRIDAY, JANUARY 19th, 1906.

## No. 150 UP.

		arr.	dep.
		P M	
<b>ALICEDALE</b>	W	7-53	8-10
		X 23 Down	
Doorn Kom ...		8 24	
BUSHMAN'S R.		8 36	
Saltaire ...		8 54	
COMMADAGGA		9-12	9-13
Ripon ...	W	9-29	9-35
SHELDON ...		9-49	9-50
		X 25 Dn. held	
MIDDLETON ...		10-7	10-10
Harefield ...		10 25	
Loughope ...		10-34	10-35
		27 Down	
		not running.	
<b>COOKHOUSE</b>	W	10-55	11-15
		X 67 Down	
Kruger's Post ...		11 32	
Thorngrove ...		11-44	11-45
		X 105 Dn. held	
<b>Saturday, January 20th, 1906.</b>			
Klipfontein ...		A M	12 2
WITMOSS	W	12-23	12-30
		X 11 Dn. held	
		and 77 Down	
DASSIE DEUR ...		12-48	12-49
Drennan ...		1 1	
MORTIMER ...		1-17	1-18
Limebank ...		1 31	
HALESOWEN ...		1-42	1-43
		Ps 16 upto sh.	
Scanlen ...		1 54	
<b>CRADOCK</b> ...		2-1	2-15
		X 13 Down	

Before the "Right Away" signal is given by a Station Master or Foreman, he must receive the signal that everything is right from the Chief Train Inspector only.



# Craddock and Rosmead Section.

SATURDAY, JANUARY 20th, 1906.

## No. 150 UP.

		arr.	dep.
		A M	
<b>CRADOCK</b> ...	W	2-1	2-15
		X 23 & 27 Dn	
Marlow ...	...	2 32	
Baroda ...	...	2 51	
Knutsford ...	...	3 4	
FISH RIVER	W	3-24	3-25
Cypress Grove	W	3-48	3-54
CONWAY	...	4 13	
Glenheath ...	...	4 25	
TAFELBERG	W	4-37	4-38
Collett ...	...	4-51	4-52
		X 29 Down	
<b>ROSMEAD JU.</b>	W	5-12	A.M.
		X 3 Down	

# Rosmead Junction to Middelburg, C.C.

SATURDAY, JANUARY 20th, 1906.

## No. 151 DOWN.

Down  
Light Engine.

		arr.	dep.	arr.	dep.
		A M		P M	
<b>ROSMEAD JUNCTION</b>	...	...	5-40	...	9-10
		X 94 & 96 Up	of 19/1/06.	X 102 Up	
Middelburg	...	6-0	A.M.	9-30	P.M.
				X 150 Up	

Before the "Right Away" signal is given by a Station Master or Foreman, he must receive the signal that everything is right from the Chief Trains Inspector only.



## Middelburg, C.C., to Rosmead Junction.

SATURDAY, JANUARY 20th, 1906.

Up **No. 150 UP.**  
Light Engine

	arr. dep.	arr. dep.
	A M.	P M.
Middelburg	6-30	10-0
	X 93 Dn.	X 101 Dn.
Rosmead J.	6-50 A.M.	10-20 P.M.
		X 93 Dn. of 21-1-06.

## Rosmead Junction to Schoombie.

SATURDAY, JANUARY 20th, 1906.

**No. 151 DOWN.**

	arr. dep.
	P. M.
<u>ROSMEAD JU.</u> W	10-40
	X 4 & 34 up
Blaauwbosch	11-8 11-9
Rooi Spruit	11 19
Alandale...	11 34
SCHOOMBIE	11-48 P.M. and Stable.

Before the "Right Away" signal is given by a Station Master, he must receive the signal that everything is right from the Chief Trains Inspector only.

The return of the Engine and men of No. 151 Down, to be arranged by the Asst. Traffic Manager, Naauwpoort.



# Schoombie to Stormberg Junction.

SUNDAY, JANUARY 21st, 1906.

## No. 153 DOWN.

		arr.	dep.
		P M	
SCHOOMBIE	...	3-10	
		X 32 Up	
<i>Umbaleki</i>	...	3-36	3-37
		X 4 Up	
THEBUS	W	3-55	3-56
<i>Lovani</i>	...	4-46	
		X 34 Up	
		held	
STEYNSBURG	W	4-56	5-1
<i>Shanks</i>	...	5-18	
<i>Krom Hooghte</i>	...	5-45	
Henning...	...	6-10	6-11
<i>Contat</i>	W	6-23	6-28
<i>Bamboo Junction</i>	...	6-40	
<b>STORMBERG JU.</b>	...	7-5	P.M.
	W	X 6 & 32 Up	
		of 21/1/06	

If necessary a tank of water for use of the Engine must be worked to Schoombie the previous day.

Before the "Right Away" signal is given by a Station Master or Foreman, he must receive the signal that everything is right from the Chief Trains Inspector only.



On FRIDAY, JANUARY 26th, 1906,  
Special Trains conveying the Coaches composing the Royal Train,  
will run from Norval's Pont to De Aar as under :—

**No. 151 DOWN.**

	arr.	dep.
	A M	
<b>NORVAL'S PONT ...</b>		4-10
W	x 22 Up pre- cede 17 dn hld	
<i>Van Zyl ...</i>	4-27	
<i>Achtertang ...</i>	4-39	4-40
<i>Joubert ...</i>	4-57	
<b>COLESBERG JU. ...</b>	5-13	5-18
W	No. 14 Up not runng.	
<i>Plewman ...</i>	5-30	5-31
	x 104 up held	
<i>Rendsburg ...</i>	5-45	
<i>Arundel ...</i>	6-1	6-2
<i>Tweeddale ...</i>	6-27	6-28
	x 26 up held	
<b>NAAUWPOORT JU. W</b>	6-50	A.M.
	x 10 & 12 Up	

**No. 152 UP.**

	A M	
<b>NAAUWPOORT JU. W</b>	...	7-10
	x 11 Down	
<i>Carolus ...</i>	7-19	7-20
<i>Wildfontein ...</i>	7-32	7-33
<i>Dwaal ...</i>	7-53	7-54
	x 43 Dn. held	
<i>Linde ...</i>	8-3	
<b>HANOVER RD. ...</b>	8-17	8-22
W		
<i>Frans ...</i>	8-36	
<i>Taaibosch ...</i>	8-50	8-51
	x 45 Dn. held	
<i>Redfold ...</i>	9-3	
<i>Riet ...</i>	9-15	9-16
<i>Bletterman ...</i>	9-30	9-31
	x 1 & 9 Down	
<b>DE AAR JU. W</b>	9-45	A.M.

The engines and men for these trains to be arranged for by the Assistant Traffic Manager, Naaupoort.



# General Instructions.

All Telegrams received at Stations addressed to any member of the Suite accompanying His Royal Highness, must be handed to Chief Trains Inspector Hubball only.

The Chief Trains Inspector will be in charge, but the senior local Traffic Inspector must travel by the Royal Train as well, as under:—

INSPECTOR WILLIAMS, Port Elizabeth to Cradock, January 19th.

INSPECTOR KERR, Cradock to Middelburg and Stormberg Junction, Jan. 20 to 21.

The punctuality of the trains shown in the foregoing Time Tables is of great importance, I have therefore to impress upon every individual of the staff who will in any way be connected with the movement of the trains in question, the imperative necessity for their being on the alert to admit and despatch the trains punctually to Schedule Time.

Continuous attention to the Telegraph is of the utmost importance, and an operator must be in constant attendance at the instrument before the Special Train is due to enter the section of line under his control.

Every Station Master on the line of route must be on duty to see the Royal Train safely through his station, and to satisfy himself that all the necessary telegraphic arrangements for the movement of the train have been carefully made. He must remain in attendance until the station in advance has signalled the safe arrival of the train at that station.

At places ordinarily closed at night, the Station Master or Foreman must be in attendance to give a hand signal for the passage of the train through his station, after having satisfied himself by previous inspection that the through road is clear.

This instruction does not require the "closed" station or siding being temporarily reopened for trains crossing arrangements, and it only applies to No. 15<sup>2</sup> UP ex Port Elizabeth on the 19/1/06, and 151 DOWN ex Schoombie, on the 21/1/06.

It will be noticed that "through" times are shown in the time tables opposite several Telegraph stations where men will be on duty.

The speed of the train must be slowed down sufficiently to enable a proper exchange of Tablets and orders being made, and thus obviate bringing the train to a dead stop.

Should delays occur to any of the Special Trains shewn herein then particulars must be promptly telegraphed to "Traffic, Cape Town, and Midland, Port Elizabeth.

**No Loud Talking** must be carried on in the vicinity of the saloons during the time train is standing at a stopping place, more particularly at night, and **No Congregation** of individuals must be permitted to loiter near it.

Station Masters, Foremen and Guards dealing with these trains must appear in full uniform, and the terms of Rules No. 15, 16 and 191 (Book of Rules and Regulations), be adhered to.

All shunting at Stations must be stopped, and roads cleared at least **15 minutes** before the Royal Train is expected to arrive.

In conclusion I trust that the Staff concerned will recognise the honour conferred on the Midland System, and will carry out their duties efficiently, so as to secure the punctual running of these important trains, and credit to the Cape Government Administration.

Acknowledge Receipt of this Notice immediately by Wire, without fail, to "Midland, Port Elizabeth."

J. O. PATERSON,  
Traffic Manager.







